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a second ⁽¹⁴⁾ brake lining detachably connected to the actuating device and anchored axially on the brake housing; and

a spring ⁽¹⁹⁾ assembly having a design that actively lifts and provides a clearance for the first brake lining, wherein the spring assembly is arranged with respect to the central plane of the brake housing between the at least one actuating device, wherein the spring assembly includes:

a first leg ⁽²¹⁾ portion which is detachably hooked at a shackle ⁽²³⁾ portion of the first brake lining, wherein the shackle is shaped on a side of the first brake lining opposing the frictional lining and being secured to the back side of a carrier plate having a front side that carries a frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake lining for actively lifting the actuating device after a braking application.

20. (New) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly abuts, in a protected fashion, on the brake housing in an indentation between the actuating devices.

21. (New) The spot-type disc brake assembly as claimed in Claim 19, wherein the first leg portion of the spring assembly is supported on the first brake lining in a circumferential direction between the two actuating devices.

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22. (New) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly includes a second leg portion detachably hooked into a bore in the brake housing.

23. (New) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly is arranged in a recess between two bridge ^{ant} portions of the brake housing.

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24. (New) The spot-type disc brake assembly as claimed in Claim 23, wherein the first leg, at its free end, includes bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle.

25. (New) The spot-type disc brake assembly as claimed in Claim 23, wherein the spring assembly includes a second leg portion supported in the recess on the brake housing.

26. (New) The spot-type disc brake assembly as claimed in Claim 24, wherein the spring assembly includes a second leg portion supported in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly.

27. (New) The spot-type disc brake assembly as claimed in Claim 26, wherein the brake housing includes at least one groove-shaped indentation.

28. (New) The spot-type disc brake assembly as claimed in Claim 27, wherein the grooved-shaped indentations are shaped during casting of the brake housing.

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29. (New) The spot-type disc brake assembly as claimed in Claim 27, wherein the second leg portion, at its free end, includes at least one matingly configured fastening portions under a spring bias that improves accurate positioning and hold of the second leg.

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30. (New) The spot-type disc brake assembly as claimed in Claim 29, wherein the two matingly configured fastening portions are received at the groove-shaped indentations.

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31. (New) The spot-type disc brake assembly as claimed in Claim 29, wherein the matingly configured fastening portion is received at the groove-shaped indentation.

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32. (New) The spot-type disc brake assembly as claimed in Claim 29, wherein the matingly configured fastening portion is received at a fastening portion bore in the brake housing. *port spec.*

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33. (New) The spot-type disc brake assembly as claimed in Claim 26, wherein the spring arms extending in a circumferential direction are arranged in a pocket adjacent to the recess on the radial top side of the housing, thereby rendering it possible to fix the spring assembly in a circumferential or a radially accurate positioning on the brake housing. *ily*

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34. (New) The spot-type disc brake assembly as claimed in Claim 33, wherein the pocket is shaped during casting fabrication of the brake housing. *no support*

35. (New) The spot-type disc brake assembly as claimed Claim 19, wherein the spring assembly is designed as a spiral-type wound tension spring having an end portion which is detachably fastened to the brake housing. *no sup*

36. (New) The spot-type disc brake assembly as claimed Claim 19, wherein the spring assembly is designed as a compression spring having an end portion which is detachably fastened to the brake housing. *no sup*

37. (New) The spot-type disc brake assembly as claimed in Claim 19, wherein the spring assembly is configured as a leg spring having an end portion which is detachably fastened on the brake housing. *no sup*

38. (New) The spot-type disc brake assembly as claimed in Claim 19, wherein at least one mid-portion of the spring assembly is conformed to an "S" shape, and wherein an end portion of the spring assembly is supported on the brake housing in a circumferential-direction. *un*

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39. (New) A spot-type disc brake assembly, comprising:

a brake housing,

at least one actuating device arranged in the brake housing to apply an actuating force to the at least one brake lining;

a first brake lining detachably connected to the actuating device;

a second brake lining detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly having a design that actively lifts and provides a clearance for at least one side of the first brake lining, wherein the spring assembly is arranged with respect to the central plane of the brake housing between the at least one actuating device, wherein the spring assembly abuts, in a protected fashion, on the brake housing in an indentation between the actuating devices, wherein the spring assembly includes:

a first leg portion which is detachably hooked at a shackle portion of the first brake lining and supported on the first brake lining in a circumferential direction between the two actuating devices, wherein the shackle is shaped on a side of the first brake lining opposing the frictional lining and being secured to the back side of a carrier plate having a front side that carries a frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake lining for actively lifting the actuating device after a braking application, and

a second leg portion detachably hooked into a bore in the brake housing.

40. (New) A spot-type disc brake assembly, comprising:

a brake housing;

at least one actuating device arranged in the brake housing to apply an actuating force to the at least one brake lining,

a first brake lining detachably connected to the actuating device;

a second brake lining detachably connected to the actuating device and anchored axially on the brake housing; and

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a spring assembly arranged in a recess between two bridge portions of the brake housing having a design that actively lifts and provides a clearance for at least one side of the first brake lining, wherein the spring assembly is arranged with respect to the central plane of the brake housing between the at least one actuating device, wherein the spring assembly abuts, in a protected fashion, on the brake housing in an indentation between the actuating devices, wherein the spring assembly includes:

a first leg portion which is detachably hooked at a shackle portion of the first brake lining, wherein the shackle is shaped on a side of the first brake lining opposing the frictional lining and being secured to the back side of a carrier plate having a front side that carries a frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake lining for actively lifting the actuating device after a braking application, wherein the first leg, at its free end, includes:

bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle; and
a second leg portion supported in the recess on the brake housing.

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41. (New) A spot-type disc brake assembly, comprising:

a brake housing including at least one groove-shaped indentation, wherein the grooved-shaped indentations are shaped during casting of the brake housing;

at least one actuating device arranged in the brake housing to apply an actuating force to the at least one brake lining;

a first brake lining detachably connected to the actuating device;

a second brake lining detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly arranged in a recess between two bridge portions of the brake housing having a design that actively lifts and provides a clearance for at least one side of the first brake lining, wherein the spring assembly is arranged with respect to the central plane of the brake housing between the at least one actuating device, wherein the spring assembly abuts, in a protected fashion, on the brake

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housing in an indentation between the actuating devices, wherein the spring assembly includes:

a first leg portion which is detachably hooked at a shackle portion of the first brake lining, wherein the shackle is shaped on a side of the first brake lining opposing the frictional lining and being secured to the back side of a carrier plate having a front side that carries a frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake lining for actively lifting the actuating device after a braking application, wherein the first leg, at its free end, includes:

bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle; and

a second leg portion in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly, wherein the second leg portion, at its free end, includes:

two matingly configured fastening portions under a spring bias that improves accurate positioning and hold of the second leg, wherein the two matingly configured fastening portions are received at the groove-shaped indentations.

42. (New) A spot-type disc brake assembly, comprising:

a brake housing including at least one groove-shaped indentation, wherein the grooved-shaped-indentations are shaped during casting of the brake housing;

at least one actuating device arranged in the brake housing to apply an actuating force to the at least one brake lining;

a first brake lining detachably connected to the actuating device;

a second brake lining detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly arranged in a recess between two bridge portions of the brake housing having a design that actively lifts and provides a clearance for at least one side of the first brake lining, wherein the spring assembly is arranged with respect to the central plane of the brake housing between the at least one actuating

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device, wherein the spring assembly abuts, in a protected fashion, on the brake housing in an indentation between the actuating devices, wherein the spring assembly includes:

a first leg portion which is detachably hooked at a shackle portion of the first brake lining, wherein the shackle is shaped on a side of the first brake lining opposing the frictional lining and being secured to the back side of a carrier plate having a front side that carries a frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake lining for actively lifting the actuating device after a braking application, wherein the first leg, at its free end, includes:

bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle; and

a second leg portion in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly, wherein the second leg portion, at its free end, includes:

a matingly configured fastening portion under a spring bias that improves accurate positioning and hold of the second leg, wherein the matingly configured fastening portion is received at the groove-shaped indentation or at a fastening portion bore in the brake housing.

43. (New) A spot-type disc brake assembly, comprising:

a brake housing;

at least one actuating device arranged in the brake housing to apply an actuating force to the at least one brake lining;

a first brake lining detachably connected to the actuating device;

a second brake lining detachably connected to the actuating device and anchored axially on the brake housing; and

a spring assembly arranged in a recess between two bridge portions of the brake housing having a design that actively lifts and provides a clearance for at least one side of the first brake lining, wherein the spring assembly is arranged with respect to the central plane of the brake housing between the at least one actuating

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device, wherein the spring assembly abuts, in a protected fashion, on the brake housing in an indentation between the actuating devices, wherein the spring assembly includes:

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a first leg portion which is detachably hooked at a shackle portion of the first brake lining, wherein the shackle is shaped on a side of the first brake lining opposing the frictional lining and being secured to the back side of a carrier plate having a front side that carries a frictional lining in order to provide a point of force that radially overlaps a spring force that is exerted on a contact area of the first brake lining for actively lifting the actuating device after a braking application, wherein the first leg, at its free end, includes:

bent portions to permit ease of mounting the first leg at the shackle and to prevent the first leg from slipping out of the shackle; and

a second leg portion supported in a circumferential direction on the brake housing by two spring arms supported in the recess, which extend opposedly in a circumferential direction in order to prevent tilting movement of the spring assembly, wherein the spring arms extending in a circumferential direction are arranged in a pocket adjacent to the recess on the radial top side of the housing, thereby rendering it possible to fix the spring assembly in a circumferential or a radially accurate positioning on the brake housing, wherein the pocket is shaped during casting fabrication of the brake housing.

REMARKS

Reconsideration and allowance are respectfully requested. Claims 10-18 stand rejected by the Office Action. The drawings, specification, and Claims 11-18 are objected to by the Office Action. Applicant has amended the specification and cancelled Claims 10-18 without prejudice. Applicant has added new Claims 19-43. Consequently, Claims 19-43 are pending upon entry of this Amendment. No new matter has been added.